

This Week in Terminal

April 7, 2006

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Injury and Illness Investigation and Reporting

(Source: Subject Memo signed by Director, ATO-W, dtd. 11/25/05)

As of January 1, 2006 all injuries and illnesses occurring at FAA facilities were to be reported using FAA's web-based Safety Management Information System (SMIS).

A widely distributed memo signed by Jack Nager, previous Director of Technical Operations Air Traffic Control Facilities was a reminder to all ATO supervisors and managers of their OSHA responsibilities. FAA Order 3900.19B, FAA Occupational Safety and Health Program, requires all managers and supervisors to utilize FAA's web-based Safety Management Information System (SMIS) for reporting OSH injuries and illnesses.

Managers and supervisors should contact their ATO field OSH representatives for assistance in the implementation of SMIS.

ATO Extends, Amends Early Out Offer

(Source: ATO Online)

The ATO has amended the Voluntary Early Retirement offer currently open to ATO bargaining and non-bargaining unit employees in the regional offices and implementation centers. Eligible employees now have until Friday, April 28, 2006, to apply and must retire no later than Friday, May 5, 2006. Additionally, all bargaining unit employees who occupy positions classified as engineers and architects

are now included in the offer. ATO employees who have already applied under the provisions of the February 23, 2006, memorandum need not reapply.

HQ News:

National Training Database

Exciting times to be involved in ATC Training! We have an unprecedented opportunity to have a positive effect on the air traffic system by tracking the training history of Developmentals, as they progress through OJT training. The first telcon for training Terminal POC's on the web-based system was held at noon EST on April 6th. Two telcons per day are being conducted from Minneapolis Center during the month of April. If you have questions regarding this training please contact your Terminal Service Area Training Coordinator.

NATCA Negotiations End

(Source: ATO Online)

FAA Administrator Marion C. Blakey communicated the message to the FAA workforce and to air traffic managers and supervisors that the Agency *has not been able to reach a voluntary contract agreement with NATCA*. Read the Administrator's message in its entirety on ATO Online at www.ATO.faa.gov

CTSA

Way to Go

(Source: Kim Davis)

Editor's note: Special thanks to Kim for consistently sharing CTSA good news and information with us. Kim retires at the end of this month.

Gateway Hub will celebrate the opening of the new Operational Evolution Plan (OEP) Runway 11/29 at the Lambert-St. Louis Airport (STL) in St. Louis, Missouri on April 13. Part of a \$1.4 billion airport development plan, the 9,000-foot runway will open for business the day of the commissioning. Runway 11 will support Category III operations, increasing airfield capacity, especially in times of poor visibility,

and will allow dual independent approaches under IFR condition. Following the ribbon-cutting ceremony, FAA employees will be recognized for their part in this milestone. Congratulations to Vince Shobe, STL ATM, and everyone involved in making that happen.

Northern Lights Hub had an FAA film crew from the FAA Aeronautical Center at Minneapolis ATCT (MSP) the week of March 27 filming the first in a series of training DVDs covering "BASIC". This first DVD is an introduction to the acronym BASIC as well as highlighting what techniques MSP ATCT employs to "B" be sure the runway is open. This is a unique series of DVDs for controllers. Filming took place in various locations on the Minneapolis Airport as well as in the Tower Cab and in an aircraft simulator. MSP's very own Rick Cottrell, Quality Assurance Support Specialist, "stars" in the video. The DVD should be released by the first of June.

- Be sure the runway is open
- Aircraft position - verify
- Scan the runway Issue clearance using correct phraseology
- Close the loop by getting an accurate read-back

Chicago TRACON (C90) said "good-bye" to Nick Molsen who retired after 40 years of government service. Now, that's some record. The Molsen family is well known in the Agency. Nick's father was manager at Chicago Midway once upon a time and he has three brothers running around as Air Traffic Controllers too. Best wishes to you, Nick.

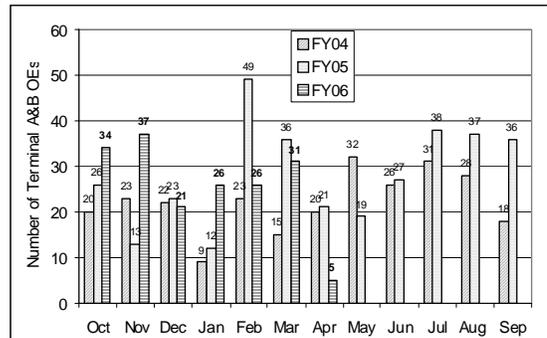
Operational Errors (OEs)

Safety of the operation is always our highest priority. Operational errors/operational deviations are one measure by which the safety of the operation is evaluated.

	Category A & B	All Categories	Ceiling FY06
Terminal OEs Reported 03/31-04/06	7	17	
Terminal OEs for	31	59	

March Terminal OEs for April	5	8
Terminal OEs FY06 to Date	181	382
Total Terminal Cat A/B OEs	181	338
Total System Cat A/B OEs	not available	680

As of 04/06/06)



(As of 04/06/06)

For this reporting period (03/31/06 – 04/06/06), there were 17 overall operational errors reported. There were 7 category B errors relating to the following factors:

1. One category B error at EWR due to failure to separate overtaking traffic
2. One category B error at D10 due to a hearback/readback error with the wrong aircraft acknowledging a control instruction
3. One category B error at CMH due to lack of speed control on final
4. One category B error at SEE due to failure to separate overtaking departure traffic
5. One category B error at CLT due to issuing incorrect altitude
6. One category B error at D01 due to failure to put aircraft back on course
7. One category B error at DTW due to hearback/readback error on a departure heading

Focus: Model Workplace

Winter Gives Way To Spring

(Source: Viscount Thurston)

April 6 – Winding lazily between the Hirshhorn Museum and the old Smithsonian Arts and Industries Building, there is a brick pathway bordered by at least a hundred species of flowers and plants. On this picture perfect day, with DC's springtime in full swing, I'm having lunch on a bench in their midst.

Today it is as if every bud on every stem in this abundance of flora got the memo: "Blossom, baby, blossom!" You've heard the expression "a riot of color"? Well, these blossoms were rioting to beat the band.

I know some of you don't know what it's like to have seasons, but I've always lived in climes where one season follows the next with unfailing regularity. Out of the dormant depths of winter, spring blooms anew every year, and every year it seems miraculous all over again.

Here's hoping that out of the winter of contract negotiations and impasse there will yet be a spring of renewal for labor and management in the FAA.

REMINDERS

Available Sources of Information

Via EMAIL

This Week in Terminal (weekly on Fridays)
 FAA broadcast email messages (variety of subjects from AOA-1, ATO-1, etc)
 ATO Leaders Report (sent out to ATO managers bi-weekly and linked to ATO-Online)

WEBSITES

ATO Online (<http://ato.faa.gov>) (with links to other FAA sites)
 FAA employee site (<http://employees.faa.gov>)
 ATO Today (one pager updated daily linked to ATO-Online)
 Employee Express (www.employeeexpress.gov)
 Focus FAA (<http://employees.faa.gov/news/focusfaa/>) (bi-weekly online magazine for all FAA employees)

PHONE NUMBERS

1-800-FAA-News (weekly phone number from Russ and ATO VP's)

ALL HANDS

All Hands Field Telcons: 4th Thursday of each month, 11:00 EST, email reminder goes out with bridge # (Email feedback to Kathleen.bradshaw@faa.gov)

Headquarters All Hands: 2ND Thursday of each month, 11:00 EST Slater Town Hall, 5th floor, Wilbur Building

Falsification of Documents

Memorandum

Date: MAR 17 2006
 To: All Employees
 From: Administrator for Human Resource Management, AHR-1
 Subject: Falsification of Documents

This is to remind Federal Aviation Administration (FAA) employees of their duty and responsibility to complete all paperwork associated with their employment accurately. Such paperwork includes, but is not limited to, all documents related to the hiring process, time and attendance forms, travel vouchers, etc. Employment with the FAA is a public service, which requires the public's trust. Each employee has an affirmative obligation to be thoroughly truthful while employed with the U.S. Government. Providing false, incomplete, or misleading information violates this trust and subjects employees to administrative action, up to and including removal from the Federal service.

Many FAA employees perform safety- or security-sensitive duties and are required to complete periodic paperwork. In most cases, employees that perform safety- or security-sensitive duties occupy Testing Designated Positions (TDP). Employees occupying TDP's are held to a higher standard than other employees on matters that affect their physical and mental health since their duties and responsibilities directly impact the safety of the National Airspace System (NAS).

Some of the forms completed by a TDP employee include such forms as the FAA Form 8500-8, Application for Airman Medical Certificate; SF-86, Questionnaire for National Security Positions; Commercial Drivers License application forms, etc. These forms require information about the use of drugs, to include prescription and over-the-counter medications, alcohol use, medical conditions, professional health visits, driving infractions that include alcohol or drug use, and other history of misdemeanors or felonies. It is imperative that these official government forms be answered correctly in order for management to properly determine the employee's eligibility for continued employment in a TDP.

The FAA has a right to expect its workers to be honest, trustworthy, and candid. An employee who knowingly gives false or inaccurate information strikes at the heart of the employee-employer relationship and undercuts management's ability to rely upon the honesty, integrity and trustworthiness of an employee. Employees who knowingly provide false answers to questions or omissions on employment applications adversely affect the efficiency of the Service.

Sincerely,

Bruce Johnson, VP
ATO-Terminal Services